

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
301
Town of South Hill

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
Town of South Hill					From	SCL South Hill											
1	Danville St	1.89	5200	G	92%	0%	3%	1%	3%	0%	C	0.093	F	0.506	5500	G	2003
					To	Locust St											
1	Danville St	0.28	7000	G	92%	0%	3%	1%	3%	0%	F	0.09	F	0.559	7400	G	2003
					To	Plank Rd											
1	Danville St	0.09	8400	G	92%	0%	3%	1%	3%	0%	F	0.087	F	0.528	8900	G	2003
					To	Goodes Ferry Blvd											
1	Danville St	0.23	9600	G	92%	0%	3%	1%	3%	0%	F	0.089	F	0.505	10000	G	2003
					To	Mecklenburg Ave											
1	Mecklenburg Ave	0.16	7800	G	94%	0%	2%	1%	3%	0%	F	0.085	F	0.505	8300	G	2003
					To	US 58 BUS; SR 47 Atlantic St											
1	Mecklenburg Ave	0.08	7600	G	94%	0%	2%	1%	3%	0%	F	0.092	F	0.539	8000	G	2003
					To	Windsor St											
1	Mecklenburg Ave	0.58	8800	G	94%	0%	2%	1%	3%	0%	F	0.090	F	0.503	9300	G	2003
					To	E Ferrell St											
1	Mecklenburg Ave	2.26	6000	G	94%	0%	2%	1%	3%	0%	C	0.096	F	0.526	6300	G	2003
					To	NCL South Hill											
					From	Mecklenburg Ave											
47	W Atlantic Street	0.63	7400	G	92%	0%	2%	1%	4%	0%	F	0.086	F	0.548	7400	G	2003
					To	Thomas St											
47	W Atlantic Street	0.23	6300	G	92%	0%	2%	1%	4%	0%	C	0.083	F	0.621	6200	G	2003
					To	Opie Rd											
47	W Atlantic Street	0.39	6700	G	92%	0%	2%	1%	4%	0%	F	0.092	F	0.656	6600	G	2003
					To	WCL South Hill											
					From	SCL South Hill; Maple Lane											
58		0.69	11000	N	79%	1%	1%	1%	17%	1%	N	0.089	N	0.548	11000	N	2003
					To	BUS US 58; Country Ln											
58	E Atlantic Street	0.29	19000	G	79%	1%	1%	1%	17%	1%	F	0.080	F	0.506	19000	G	2003
					To	ECL South Hill; I-85											
					From	SCL South Hill											
Bus 58	1 Danville St	1.89	5200	G	92%	0%	3%	1%	3%	0%	C	0.093	F	0.506	5500	G	2003
					To	Locust St											
Bus 58	1 Danville St	0.28	7000	G	92%	0%	3%	1%	3%	0%	F	0.09	F	0.559	7400	G	2003
					To	Plank Rd											
Bus 58	1 Danville St	0.09	8400	G	92%	0%	3%	1%	3%	0%	F	0.087	F	0.528	8900	G	2003
					To	Goodes Ferry Blvd											
Bus 58	1 Danville St	0.23	9600	G	92%	0%	3%	1%	3%	0%	F	0.089	F	0.505	10000	G	2003
					To	Mecklenburg Ave											
Bus 58	1 Mecklenburg Ave	0.16	7800	G	94%	0%	2%	1%	3%	0%	F	0.085	F	0.505	8300	G	2003
					To	US 1; SR 47 Atlantic St											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
2Axle 3+Axle 1Trail 2Trail																	
Town of South Hill																	
<div>North</div> <div>85</div>				From:	US 58												
	2.53	11000	G	78%	1%	1%	0%	18%	1%	F	0.075	F		9100	G	2003	
	Combined Traffic:	21000	G	76%	1%	1%	0%	20%	1%	F	0.073	F	0.536	17000	G		
<div>North</div> <div>85</div>				To:	US 1												
	0.53	7500	G	78%	1%	1%	0%	18%	1%	F	0.082	F		6300	G	2003	
	Combined Traffic:	18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G		
<div>South</div> <div>85</div>				To:	NCL South Hill												
				From:	SCL South Hill												
	0.40	9800	G	75%	1%	1%	0%	21%	1%	F	0.073	F		8200	G	2003	
Combined Traffic:	22000	G	76%	1%	1%	0%	20%	1%	F	0.070	F	0.59	19000	G			
<div>South</div> <div>85</div>				To:	US 58												
	2.72	9800	G	75%	1%	1%	0%	21%	1%	F	0.074	F		8300	G	2003	
	Combined Traffic:	21000	G	76%	1%	1%	0%	20%	1%	F	NA			17000	G		
<div>South</div> <div>85</div>				To:	US 1												
	0.29	11000	G	75%	1%	1%	0%	21%	1%	F	0.079	F		9100	G	2003	
	Combined Traffic:	18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G		
<div></div>				To:	NCL South Hill												
				From:	US 1												
	0.38	3300	G	89%	1%	2%	1%	7%	0%	F	0.095	F	0.577	3300	G	2003	
Combined Traffic:				To:	NCL South Hill												
<div>1</div>	Brunswick Ave	0.16	360	G	From:	US 1 Danville St											
				96%	0%	2%	0%	1%	0%	C	0.105	F	0.625	360	G	2003	
				To:	SR 47 Atlantic St												
<div>2</div>	Charles St	0.28	200	G	From:	Field Dr											
				94%	1%	4%	0%	1%	0%	C	0.108	F	0.636	200	G	2003	
				To:	Raleigh St												
<div>3</div>	Danville St	0.31	1600	G	From:	Mecklenburg Ave											
				96%	0%	3%	1%	1%	0%	F	0.115	F	0.667	1600	G	2003	
				To:	Dortch St												
<div>4</div>	Dortch La	0.18	1600	G	From:	Danville St											
				98%	0%	1%	0%	1%	0%	C	0.112	F	0.709	1600	G	2003	
				To:	Atlantic St												
<div>5</div>	Field Dr	0.09	420	G	From:	Charles St											
				96%	0%	2%	0%	1%	0%	C	0.113	F	0.565	420	G	2003	
				To:	Pace Dr												
<div>6</div>	Goods Ferry Rd	0.59	1500	G	From:	South Hill Ave											
				98%	0%	1%	0%	1%	0%	C	0.096	F	0.536	1500	G	2003	
				To:	Danville St												
<div>7</div>	Lunenburg Ave	0.16	1400	G	From:	Danville St											
				95%	0%	3%	0%	2%	0%	C	0.091	F	0.578	1400	G	2003	
				To:	Atlantic St												
<div>8</div>	Main St	0.45	1400	G	From:	Thomas St											
				96%	0%	3%	1%	1%	0%	C	0.096	F	0.723	1400	G	2003	
				To:	Mecklenburg Ave												
<div>8</div>	Main St	0.69	2300	G	From:	Mecklenburg Ave											
				96%	0%	3%	1%	1%	0%	F	0.106	F	0.562	2300	G	2003	
				To:	Maple La												
<div>9</div>	Maple St	0.07	NA	From:	Main Street												
				To:	US 58						NA			NA			
				From:	Mecklenburg Ave												
<div>10</div>	Pace Dr	0.51	1100	G	96%	0%	2%	1%	1%	0%	C	0.086	F	0.692	1100	G	2003
				To:	Mecklenburg Ave												
				From:	SR 47												
<div>11</div>	Raleigh Ave	0.65	930	G	96%	0%	2%	0%	1%	0%	F	0.099	F	0.547	920	G	2003
				To:	High St												

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							2Axle	3+Axle	1Trail	2Trail							
Town of South Hill																	
(11)	Raleigh Ave	0.86	670	G	From:	High St				C	0.105	F	0.632	660	G	2003	
					96%	0%	2%	0%	1%								0%
(11)		0.04	NA		To:	Charles St											
					From:												
					To:	Forest Lane											
					From:												
(12)	Thomas St	0.15	2000	G	From:	Plank Rd				C	0.094	F	0.535	2000	G	2003	
					96%	1%	2%	1%	1%								0%
					To:	Atlantic St											
					From:												
(13)	Windsor St	0.49	2600	G	From:	Mecklenburg Ave				C	0.088	F	0.692	2600	G	2003	
					98%	0%	2%	0%	1%								0%
					To:	Atlantic St											
					From:												
(523)	Goodes Ferry Blvd	0.42	1400	G	From:	SCL South Hill				C	0.090	F	0.573	1400	G	2003	
					95%	0%	1%	0%	3%								0%
					To:	South Hill Ave											
					From:	Goodes Ferry Rd											
(523)	South Hill Ave	0.31	1200	G	From:	Goodes Ferry Rd				F	0.103	F	0.508	1200	G	2003	
					95%	0%	1%	0%	3%								0%
					To:	First St											
					From:												
(523)	South Hill Ave	0.22	1900	G	From:	First St				F	0.091	F	0.554	1900	G	2003	
					95%	0%	1%	0%	3%								0%
					To:	Danville St											
					From:												
(529)	Chaptico Rd	0.46	2700	G	From:	Mecklenburg Ave				F	0.087	F	0.549	2700	G	2003	
					94%	0%	2%	2%	2%								0%
					To:	Buena Vista Circle											
					From:	Buena Vista Cir											
(529)	Chaptico Rd	0.59	1900	G	From:	Buena Vista Cir				C	0.1	F	0.676	1900	G	2003	
					94%	0%	2%	2%	2%								0%
					To:	NCL South Hill											
					From:												
(2519)	Plank Rd	0.38	2400	G	From:	Danville St				C	0.084	F	0.640	2400	G	2003	
					94%	0%	3%	1%	2%								0%
					To:	Opie St											
					From:	Plank Rd											
(2519)	Opie Rd	0.26	2700	G	From:	Plank Rd				C	0.091	F	0.658	2700	G	2003	
					94%	1%	1%	2%	2%								0%
					To:	Atlantic St											
					From:												
(2520)	McCraken St	0.16	3700	G	From:	Atlantic St				C	0.094	F	0.549	3600	G	2003	
					95%	0%	1%	2%	2%								0%
					To:	Lombardy St											
					From:	McCraken St											
(2520)	Lombardy St	0.64	3500	G	From:	McCraken St				F	0.102	F	0.552	3500	G	2003	
					98%	0%	1%	0%	1%								0%
					To:	Ferrell St											
					From:	Mecklenburg Ave											
(2520)	E Ferrell St	0.32	3900	G	From:	Mecklenburg Ave				C	0.091	F	0.554	3800	G	2003	
					98%	0%	1%	0%	1%								0%
					To:	Lombardy St											
					From:												
	Forest Ln		630	G	From:	Green Hill Rd					0.101	F		670	G	2003	
					To:	Stockley St											
					From:	Raleigh Ave					0.140	F		170	G	2003	
					To:	Baker St											
					From:	Lombardy St					0.112	F		110	G	2003	
					To:	Benton St											